

The

Falcon

News

The newsletter dedicated to Falcon lovers . . . everywhere!



JUNE 1985

VOL. 6, NO. 11

FALCON CLUB OF AMERICA
P.O. Box 113
Jacksonville, AR 72076

FIRST CLASS MAIL



000001
ROY E SWORD
629 N HOSPITAL DR
JACKSONVILLE

AR 72076

FIRST CLASS MAIL
U.S. POSTAGE
PAID
McRae, AR 72102
PERMIT NO. 3

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the FALCON automobile built by the Ford Motor Company from 1960 to 1970. Roy E. Sword founded the world-wide club in 1979. It is incorporated under the laws of the State of Arkansas. Yearly dues to The Falcon Club of America are \$12.00, and are payable to The Falcon Club of America, Post Office Box 113, Jacksonville, AR, 72076.

THE FALCON NEWS is published monthly with information from its members. All ads must be sent to the Editor by the 10th of the month, with a limit of 2 ads per member per issue. Each ad must appear in a different section of the classified ads. The FCA will not be held responsible for errors. Legitimate errors will be corrected in the next issue when requested.

FALCON CLUB OF AMERICA OFFICERS

President: Roy E. Sword, 629 N. Hospital Drive, Jacksonville, AR, 72076. Phone (501) 982-1029.

Vice President: Glen Acrey, 1208 S. Center, Lonoke, AR, 72086.

Secretary: Ruby Throgmorton, 2108 Memorial Dr., Jacksonville, AR, 72076.

Treasurer: Jimmie D. Throgmorton, 2108 Memorial Drive, Jacksonville, AR, 72076.

Club Store Manager: Ellen O'Dell, 417 Valley View, East Alton, IL 62024.

Editors: Bill & Kathy Woodell, Route 4, Box 307, Searcy, AR 72143. Phone (501) 268-1470 or 268-8574.

Assistant Editor: Roy E. Sword, 629 N. Hospital Drive, Jacksonville, AR 72076. Phone (501) 982-1029.

Partsmaster: James F. Hatcher, 8301 W. 92nd Terr., Overland, PK., KS., 66212 (SASE required for reply).

Chapter Coordinator: Tom O'Dell, 417 Valley View, East Alton, IL, 62024.

BOARD OF DIRECTORS (Number of years in term)

Fleming Horne, 7645 Memphis-Arlington Rd., Memphis, TN, 38134 (5).

Ken Kowalk, 6138 Long Hwy., Eaton Rapids, MI, 48827 (4).

Tom O'Dell, 417 Valley View, East Alton, IL, 62024 (3).

Shrable Williams, Rt. 5, Box 999, Benton, AR, 72015 (2).

Glen Blubaugh, 5420 Buchanacan Trail E., Waynesboro, PA, 17368 (1).

REGIONAL DIRECTORS

EASTERN: Steve Springer, 7101 Silver Circle, Middletown, MD, 21769.

CENTRAL: David Humes, P.O. Box 16, Oakwood, IL, 61858.

MOUNTAIN: Carl MacDonald, 1765 Carmel Drive, Colorado Springs, CO, 80910.

PACIFIC: Sharyn Fabey, 4724 N. Pal Mal, El Monte, CA, 91731.

The Falcon Club of America Newsletter is printed and published by Bill's Printing - Searcy, AR
Cover photo © Hot Rod Magazine, April 1966

The Falcon Club Store

Memo Pad ("Falcon Club of America") imprint	\$.50
Decal (National Club window decal)	1.25
Patches: National Club Patch (3" round)	2.25
Ford Falcon (oval, blue & gold)	2.25
Falcon (rectangular, 2" x 4", red & gold)	2.25
Pins: Falcon Bar (red, white & blue)	2.25
Falcon Bar (smaller size, red, white & blue)	2.25
Falcon Script (silver)	2.25
License Plate (Falcon Club of America, white w/ red letters) ..	4.50
Books: 1960-1963 Reproduction shop manuals, includes V-8 ...	30.00
Falcon Book (By Ray Miller, covers all Falcons - hardcover - 320 pages)	35.00
Falcon Book (By Phil Cottrill, covers 60-63 Falcons)	16.00
Falcon Poster (24" x 36", has 28 color pictures of Falcons) ..	4.00
Falcon Fender Cover (24" x 40", with Falcon imprint)	16.50
Convention Booklets (1980, 1981, 1982, 1983)50
Tire Key Chain (center imprinted w/FCA logo)	1.25
Falcon Club of America T-Shirt (Short sleeve, white with red trim; Adult S, M, L, XL; Child S, M, L)	6.50
Hat (Red with National Club patch on front, one size for all)	6.50
Sweatshirt (gray with red FCA logo; S, M, L, XL)	12.50
V-neck Jersey (white with red and white striped trim; S,M,L) ...	10.50

All prices include postage and handling. Be sure to state correct size.

Please make checks and money orders payable to **The Falcon Club**

of America. Send all orders to: **Ellen O'Dell**

**417 Valley View Drive
East Alton, IL 62024**

PARTS WANTED

New parts wanted — rebuilding distributor C-4 of 121 27B for a 1964 260 V8 w/auto trans. Need: C0TF12210 B cam, 7HA12195 collar, B8A12191-A spring, C0AF12192-A spring, B9AF12264-A ground wire, C20212216A primary wire. Mike Adan, 1210 Tuolumne Road, Millbrae, CA 94030. Phone (415) 697-8286.

Horn ring, '65 Ranchero Deluxe, dash mounted clock, N.O.S. if possible. Al Mathis, 608 N. 3rd, Cabot, AR 72023. Phone (501) 843-5562.

2 bucket seats, console, and rear seat, all or separate, for 1962 Futura, in grey or grey and red. Prefer mint condition or in really good shape. Jim Sommerfeld, 6720 W. Adler, Milwaukee, WI 53214. Phone (414) 252-3190.

For '63 Futura Conv: r. sunvisor with chrome mounting bracket, r & l door panels and arm rests, r & l interior qtr. panel trim, r & l interior kick panels. All interior items would be nice if red, but any color would be OK. Rob Fayette, 1372 W. Axton Rd., Ferndale, WA 98248, (about 10 miles south of Canadian border on I-5). Phone (206) 384-0297.

Seat belts for a '64 Falcon Futura. Bill Woodell, Rt. 4, Box 307, Searcy, AR 72143. Phone (501) 268-1470 days, or 268-8574 evenings.

Fe Mo Co NOS PARTS
FALCON REPRODUCTIONS

NORTH WEST CLASSIC
FALCONS
If I Don't Have It, I'll Find It
Comet Parts Also

Ron & Jean Boesl
(503) 241-9454

Mail & Phone Orders 1964 N.W. Pettygrove
VISA & MasterCard Portland, OR 97209

RARE & HARD TO FIND
USED PARTS SPECIALIST

★ ★ ★ SPECIAL NOTICE ★ ★ ★

The Falcon News will now accept Commercial Ads for the newsletter. They must be sent to the Editor. All ads must be received by the 10th of the month or it will appear in the next issue of *The Falcon News*. Payment must accompany all ads.

All ads for the classified section of the newsletter must appear with the member's name, or it is considered a commercial ad and must be paid for.

ALL ADS MUST BE CAMERA READY. ADS WILL APPEAR IN *THE FALCON NEWS* ONLY WHERE SPACE PERMITS.

COMMERCIAL AD RATES:
(Price per month)

FULL PAGE	\$50.00
HALF PAGE	30.00
QUARTER PAGE.....	20.00
BUSINESS CARD	5.00

Only auto related ads will be accepted for *The Falcon News*. "WARNING" — The FCA has no way of checking each advertiser, so the FCA accepts no responsibility for any dealings with advertisers. Let us know of any experiences, good or bad. The Falcon Club has the right to reject any or all commercial ads.

CHAPTERS

The Dixieland Chapter

Fleming Horne, Jr., 7645 Memphis-Arlington Rd., Memphis, TN, 38134.

The Lone Star Chapter

Jerry Hutchinson, #1673, 2724 Townsend Dr., Ft. Worth, TX 76110. For information call (817) 921-9258.

The Founder's Chapter

Linda Acrey, 1208 S. Center, Lonoke, AR, 72086.

The Gateway Chapter

Tom O'Dell, 417 Valley View, East Alton, IL, 62024.

The Rocky Mountain Chapter

David Jeffries, 7965 North Lowell, Westminster, CO 80030.

Northwest Falcons Chapter

Edward Murphy, 100-137th S.E., Everett, WA, 98204.

Mid-America Chapter

James Hatcher, 8301 W. 92nd Terrace, Overland Park, KS, 66212.

Mason-Dixon Chapter

Robert Gerke, Rt. 1, Box 233, Bridgeville, DE, 19933.

The Northeast Chapter

Milton Robar, Rt. 67, Warren Rd., Pauler, MA.

The Arizona Chapter

Pete Hoffman, 7523 Edgewater Circle, Mesa, AZ, 85208.

The Alamo Chapter

Gil Stewart, 3710 Tamil St., Austin, TX 78749.

The North Central Falconeers Chapter

Gary Fuerst, 1619 N. Charlotte St., Appleton, WI, 54911.

The Suncoast Falcon Chapter

Steve Lee, 340 High Street, Tarpon Springs, FL, 33589.

The Southeast Chapter

7164 Hwy. 212 N., Covington, GA, 30209 (Phone [404] 483-8756).

OTHER CLUBS OF INTEREST

The Ford Falcon Club of San Diego, P.O. Box 3306, San Diego, CA, 92103.

The Ford Falcon Club of Los Angeles, 4724 N. Palmag, El Monte, CA, 91731.

Fairlane Club of America, 721 Drexel Ave., Drexel Hill, PA 19026.

The Ranchero Club, 1339 Beverly Rd., Portvue, PA, 15133.

Comet Club, 5878 Hobe Ln., White Bear Lake, MN, 55110-6466.

NOTE TO ALL MEMBERS: The club will send out notices to each member the month before membership expires. Be sure to send your renewal in early to retain your original membership number. If you do not renew your membership within 90 days after it has expired, your membership number will be placed in the inactive file and will no longer be used by the club.

CALENDAR OF EVENTS

The Mid-America Chapter will meet the 2nd and 4th Tuesday of each month until after the National Meet. Call 1-913-381-5679 for more information.

JUNE 22, 1985

The Founder's Chapter will meet at Ruby and Jim Throgmorton's house, 2108 Memorial Drive, Jacksonville, AR. Will meet at 4 p.m. and go out to dinner at 6:30 p.m. For more information call Ruby at 982-3260 or Roy at 982-1029.

JULY 14, 1985

(Rain date July 21) The Northeast Chapter will hold a summer meet at the home of Milt Robar, Rt. 67, Palmer, MA, 1.8 miles from the intersection of Rt. 20. Trophies, games and refreshments are planned, bring your own hamburgers, hot dogs, rolls, etc. Salads and drinks will be provided. If you plan to attend, please call or write Milt Robar, Rt. 67, Palmer, MA 01069, phone (413) 283-3132. A donation of \$3.00 per car and \$10.00 per vendor is requested to help defray expenses.

AUGUST 9 - 10, 1985
6TH ANNUAL NATIONAL MEET, KANSAS CITY, KS

PRESIDENT'S MESSAGE

First, some good news. The club now has an editor. Bill & Kathy Woodell of Searcy, Arkansas, have taken this job on and are going to give it a try. We hope they will enjoy it and want to keep doing it for us.

They have been printing *The Falcon News* for about two years now and have really done a wonderful job helping me this past few months.

I will become the assistant editor so I can help them when needed. (I doubt if they will need that). Let's drop a line and give them our support. They are listed inside the front cover.

For those of you who have original Falcons, I would like for someone to start a roster on them. If you would like to take this job on, please contact me.

Everything is still looking good for the National in August. Jim Hatcher reports all is coming along great and he and I are looking for all of you and your Falcons.

See you in August,
Roy E. Sword
President, FCA

PARTS FOR SALE

Nice '62 used grille, \$50; '62 taillamp pods, \$45 pr.; NOS '63 - '65 Ranchero taillight pods, \$100 pr.; battery boxes, \$12.50; trunk mats, \$16.95; Sprint flag inserts, \$4 per set; NOS Ranchero steer head in the box, \$29 ('60 - '63); many other used parts. All plus shipping. Getting rid of all my parts. Barby Brunken, 3236 Amherst, Dallas, TX 75225. Phone (214) 361-0115.

'64 - '65 green Sprint console, \$50; '64 - '65 Ranchero left & right doors, \$35 each, fits 2 dr. sedans and wagons — not deluxe — no chrome; '64 - '65 Ranchero gas cap, \$30, no letters; '64 - '65 rear bumper and braces, good cond., \$50; '65 Falcon wheel covers, 4-full disk with red plastic centers and flippers, 14 inch, \$100; 1 13" full disk wheel cover for '65 Falcon with red plastic center and flippers, \$20. H. W. Davis, 2345 Redwine Rd., Fayetteville, GA 30214. Phone (404) 461-8033.

Two Dagenham trans. for parts, \$100; chrome rocker moldings for '63 or '64 Futura, fair, \$30; chrome vanity panel for '63 Futura, \$15; '64 Falcon grille, used, \$20; many parts from '62, 2 dr. glass, doors, hood, etc. Also 1963 4 dr. Futura parts. Send SASE or call Dan Amey (813) 797-6817. 1771 Ragland Ave., Clearwater, FL 33575.

Many good used '64 - '65 Falcon convertible parts: hood, \$25; trunk, \$25; door shells, \$10 ea.; front bumper and brackets, \$60; all non-rusted. Complete '64 Sprint trim and rear applique, convertible top boots, good 289/auto., gas tank, radiator, glass, bench seat, 1 new 13" radial w.w. on 5-bolt rim, owner's manuals, taillights, parking lights, etc. All cheap! Bill Kuecks, 1231 San Simeon, Hanover Park, IL 60103. Phone (312) 289-4929, evenings.

Carpet sets for all Falcons. OEM specifications. 80/20 orig. loop curl, jute backing, heel pad, all stock colors available, \$135 ppd. Tom Massarelli, 10 Young St., Poughkeepsie, NY 12601.

Fordomatic 2-speed rebuilding kits with gaskets, o'rings, lip seals, clutches (bronze frictions, steels), front and rear seals, sealing rings, \$52. Specify engine size and year. Bands \$30 each, adjustable modulator \$8. Bushings, washers, pumps and miscellaneous hard parts available. Kits, bands, and parts available for small, medium case, C-4 and C-6. David Edwards, Box 245-FC, Needham Hgts., MA 02194. Phone (617) 449-2065, evenings.

1965 owner's manuals (new), \$8.50 ppd.; '63/'64 gas caps, \$32.50 ppd.; '65 gas caps, \$42.50 ppd.; 2 dr. h.t. door sills (alum.), \$25 pr. ppd.; '64/'65 good used taillight buckets (even Ranchero), \$22.50; N.O.S. '63 grill, \$65 ppd.; N.O.S. '63 hd light doors, \$50 pr. ppd.; N.O.S. '65 hd. light doors, \$50 pr.; '65 N.O.S. Ranchero taillight lens w/o B.U., \$11 ea. ppd. Tom Massarelli, 10 Young St., Poughkeepsie, NY 12601.

CARS FOR SALE (Cont.)

1963 Falcon Futura Convertible, rebuilt inside and out. Semi-professional restoration. Everything new including battery, top, tires, rugs, exhaust, shocks, transmission. Everything works. New Emerald Green metallic finish. Has wire wheels mounted, but I have the original rims and full disc hub caps. Lots of nice extras — fog lights with KC covers, headlight stone deflectors, electric trunk latch, hood & trunk courtesy lights, FM converter, speaker fader, etc. All original in appearance except color and wheels. 170 c.i. 6 cylinder with automatic. Looks and runs great. \$2,500 firm. Ed Sarama, Sr., 5662 Esperanto Drive, Pensacola, FL 32506. Phone (904) 944-3923.

1963 Futura Convertible — moving forces sale. It's almost perfect. Original Rangoon Red paint with beautiful red interior. Automatic with 170 ci six cylinder. No rust ever. Simply an unrestored Gem. I hate to give it up but must do so. \$4,995 would make me hate it less, but not much. Pictures or video available.

1965 Ranchero restored four years ago, normal wear since then. Big change from stock is 302 with all kinds of goodies. Wraps to seven grand easy with headers open. C-4 with shift kit and 4.11 traction-lock. Entire drive train has less than 10k since total rebuild including balancing. Hauls you-know-what. Factory air inside unit mated with Mach-1 AC components under hood. \$2,995. Absolutely stock from outside, including '65 Falcon hubcaps. Harold McLean, 3206 Enterprise Dr., Tallahassee, FL 32312. Phone (904) 385-2197.

1965 Falcon Squire Wagon, 289 V-8 Automatic. Native Californian. Rebuilt engine, trans., rear end and more. 90% restored. Auto rear window, roof rack, no rust, exc. body, original paint. Simulated wood siding. Has been in our loving care for almost five years. \$4,500 or best offer. Chuck & Tina Scarpelli, 441 Pheasant Lane, Santa Rosa, CA 95401. Phone (707) 542-1129.

1964 Ford Falcon Futura Convertible, 6 cyl. auto. All original parts. For sale, or would be willing to trade for a Falcon convertible or a 2-door hardtop with a factory V-8 and 4 speed. Mark Worl, 613 Riverside Dr., Watervliet, MI 49098. Phone (616) 463-7683.

CARS WANTED

1965 Ranchero, 289 with auto. trans. Please call/write Roy Lewis, 1400 Santa Rita Road, Pleasanton, CA 94566, phone (415) 484-2442. Not looking for show quality, but a good serviceable/restorable model.

1963 Falcon 2-door Station Wagon, body must be rust free with straight rear quarters and roof. Drive train and interior not important. The closer to New England, the better! Howie Wheeler, 31 Metcalf Rd., Tolland, CT 06084. Phone (203) 871-6916.

EDITOR'S MESSAGE

We are excited about being your new editor and look forward to serving and working with all the FCA members. Please do not hesitate to write or call us. Your input is needed to have a successful newsletter. Let us hear from you.

Bill & Kathy Woodell

MEET REPORTS

Mid-America Chapter

All of us at the Mid-America Chapter have been busy getting ready for the Falcon Nationals in August. We joined all the Ford Clubs in Kansas City in an all-Ford show April 28. There was a large turnout, with a variety of Ford cars, including four Falcons from our club. Jim Hatcher won three trophies. His '65 Sprint was best intermediate, and his '32 Ford Vicky won best Street Rod and People's Choice.

Founder's Chapter

The Founder's Chapter held a car meet and potluck supper at the home of Bill and Kathy Woodell in Searcy, AR, on Saturday, May 18. Several members and families were present. President Linda Acrey held a business meeting. The need for a local chapter newsletter was discussed. Our next meeting will be at Jim and Ruby Throgmorton's home in Jacksonville, AR, on Saturday, June 22, at 4:00 p.m. The club will dine out at 6:30 p.m.



ORDER YOUR NATIONAL MEET T-SHIRTS NOW

These T-shirts are available now from the Mid-America Chapter. They are white with four colors and first quality 50/50. You can purchase them in advance of the meet for \$8.00 each. Orders will be mailed to you if ordered before July 8. Any paid orders after this date can be picked up at the National Meet. Pre-ordering and pre-paying will guarantee getting the correct size. State size and send order to: The Mid-America Falcon Chapter, 8301 W. 92nd Terrace, Overland Park, KS 66212.

ATTENTION ALL F.C.A. MEMBERS — I am interested in starting a 1965 Sprint roster. We all know the 1965 Falcon Sprint was a low production automobile with less than 2900 hardtops and 300 convertibles produced. If you own or know where there is a 1965 Sprint, please send me the door tag information and I will compile the information to be put in *The Falcon News* at a later date. Thank you. Kenneth Kowalk, 6138 Long Hwy., Eaton Rapids, MI 48827.



Although it is contradictory to the actual fact of an ever more specialized American culture, there still seems a strong current of sentiment, as well as a ready market for the multi-purpose creation; things which combine the best of two or more worlds: lawnmowers that have alter egos as snow blowers, a winning drag machine that is satisfactory for everyday use, a Harvard education and a Yale degree (to note a famous quip).

Nowhere is this more true than in the automotive industry, and the most striking example is the passenger car pickup. The vehicle which, if you are to accept the validity of our advertising age, carries hay and fodder to the flock in the daylight and then at the curtain of night whisks you in magnificence to the front door of the country club without the slightest chance of being thought uncouth. So, how about it? Is it all ballyhoo? Do the Rancheros and El Caminos deliver the goods in both contexts or are they merely compromises that have limited passenger as well as cargo capacity?

As with all American rolling stock of late, automobiles tend to reflect the economy which nourishes them, small in lean years, bigger when the "skies-above are clear again". The Ranchero was conceived back in '57, carved out of the regular-sized Ford line, which is the only one they had at the time. And then in '60, when people looked with favor on smaller cars because they meant smaller gas bills, the pickup was transferred to the Falcon line, which meant it was less expensive but also less practical,

TECHNICAL HELP WANTED (Cont.)

Need information about detailing a 1967 Falcon Futura V-8, engine color, trans., etc. Jim Sommerfeld, 6720 W. Adler, Milwaukee, WI 53214. Phone (414) 257-3190.

CARS FOR SALE

1960 Falcon Station Wagon, 2-door. Rebuilt 144cid/auto. Electric wipers, radio, heater, new brakes. Driven daily. \$500. Roy Lewis, 1400 Santa Rita Road, Pleasanton, CA 94566. Phone (415) 484-2442.

1964 Sprint — Silver Smoke Grey with rare black factory vinyl roof (this is new). This is a one-owner car with 35,800 miles. It was sold new in Dallas, Texas, to the lady I bought it from. It has a v-8 automatic, factory air, p/s, and back-up lights. This is a rust-free, not wrecked, totally complete Sprint. The car is realistically priced at \$3950 firm.

2 1963 Futura Convertibles — 6 tsp & 3 sp, both bucket seat, console. Nice. White one is \$3500, blue one is \$3,200. Barby Brunken, 3236 Amherst, Dallas, TX 75225. Phone (214) 361-0115.

1964 Falcon Futura, 2 door split bench, v-8, AT, black w/red interior, exceptional condition throughout, \$3,300. George Penick, 8621 Coach Road, Tallahassee, FL 32308. Phone (904) 893-7946.

1965 Falcon Ranchero, black, 6 cylinder auto with chrome down sides, wire caps, little rust, \$1,850.

1965 White Falcon Ranchero, 6 cylinder auto, with rocker molding. 3 spoke spinner Falcon hub caps. Little rust, new rebuilt motor, new tires and muffler. Price \$1,550.

1965 White Falcon Ranchero, V-8 auto with air conditioning. Little rust, good tires. \$950.

1965 Falcon Futura, 2-door hardtop, V-8, body has wrong seat front, no transmission or steering column. Make sharp car. \$550.

State inspections and many new parts on all four cars. Esker Neins, 3016 Hwy. 45 N., Corinth, MS 38834. Phone after 7:00, (601) 287-3668.

1964 Sprint Hardtop. Skylight Blue with blue interior. PS/air. No rust. 260/auto. Many new parts including carb, generator, flywheel, starter, rugs and new radials. \$3,500 or trade for '65 convertible. Greg Sadowski, 28 Albourne St., South River, NJ 08882. Phone (201) 238-2451.

6 Ford Falcon parts cars (1960 - 1963), also '73 Bronco (Falcon engine), '64 Scout (with snowplow), tools, tires, books, etc. These will be sold at auction in late July or early August. Send S.A.S.E. after July 1 to find out date and more information. Ralph Corliss, Star Route 2, Box 583-A, Chiloquin, Oregon 97624.

YOU ASKED FOR IT

How would I find the production number of the 1964 2-door wagons?

*Fred G. Carpenter
Seattle, Washington*

Answer — 6,034 — *Ed.*

Could you tell me how many of the '65 Sedan Delivery models were made? We drove ours to Las Vegas in November, and it ran like a new car.

*Joe Raymond
Dayton, Ohio*

I do not have this number. Could one of our members help with this? — *Ed.*

TECHNICAL HELP WANTED

I have a 1963 2 door sedan, six cylinder, automatic. I am having problems getting an after market air conditioner to fit. The problem seems to be with the bracket holding the compressor. I am not concerned with keeping it original, and would prefer a new air conditioning unit. Would anybody have any information on this that you could share?

*Ed Kiser
22 Chalfonte Ct.
Ft. Thomas, KY 41075*

I am putting a 428 cu. in. big block in a 1964 Falcon Sprint. The problem I am having is with the wiring. How do you convert a generator car over to an alternator. I also need to know what modifications I will need to make to the front end and what parts I will need to get. Last of all, where can I find fiberglass doors, front fenders, front and back bumpers and a fiberglass teardrop hood? Any information on these problems will be greatly appreciated.

*William Michael Hardwick
309½ E. Josephine
Weatherford, TX 76086*

I own a 1968 Falcon with a six cylinder and an automatic transmission. I would like to change it to a 351C or a 390 with manual transmission. Would anyone in the club know if this can be done without too much trouble? If it can be done, what mounts are best to use? Also I would like to know if headers for a Mustang would fit.

*Charles Hollifield
Box 215
Menwith Hill Station
APO NY NY 09210-5360*

because the carrying capacity was diminished. It still is in the Falcon line, but since that group now shares a common unit structure with the Fairlane, it's big again, larger inside and out, in fact, bigger than the '57 dimensions — in some aspects. Looking at it another way, the bed space is about 2 inches wider and deeper, and about 5 inches longer than the original Ranchero.

From the outside, the Falcon Ranchero bears not so much resemblance to its forebearer as to the El Camino, which is just about in the same league as far as dimensions go but offers a mite more engine flexibility. In fact, one passenger thought he was actually in an El Camino prototype, a misapprehension which ought to be food for thought at either or both styling camps.

This business about sharing basic Fairlane body structure tacitly implies several more bonuses than just a larger size which, in the Ranchero, incidentally, was .5-inch longer overall at 197.5 inches than the GT/A we tested last month. Try this for size. Almost all the suspension parts under the Falcon 289-V8, our test machine, were identical to those of its bigger brother, the Fairlane. This means that the pieces aren't necessarily more sturdy in proportion (because the Falcon is not that much smaller), but that some of those good Fairlane GT things would fit the Ranchero even though they're not specifically listed as options. Like the bigger brakes, stiffer springs, fatter anti-sway bar and quicker steering, just to enumerate a few fleeting surface reflections. And, as the Fairlane's unit construction was a stable platform on which to build, the Ranchero is especially solid because of that extra passenger compartment bulkhead stiffening up the entire structure. This particular idiosyncrasy, capitalized to its maximum, would have allowed a door closing sound closely akin to the vault at the Chase Manhattan Bank. But, for some reason, the few cents worth of necessary insulation was conspicuously absent, and while not quite in the same steel-drum department as the Baja Marimba Band, it was less a statement than an echo. Since Ford has taken particular pains to place themselves in the low-volume sound chamber, it is hard to fathom the reason why the Ranchero had such a hollow ring. One possible reason may be that the extra bulkhead could make the structure a little too solid, causing the doors to oil-can when slammed. Well, maybe.

Other than this, our brick-red Ranchero was uncommonly free from assembly-line faults. All the trim ended where it should have and was properly fastened and aligned. Even the thin, twin white stripes which ran down the midsection gave a sense of individual detailing.

Once quartered in one of the bucket seats, the "in-group" is treated to the bossest of boss sights, an all-black interior that runs from the doors, paneled in vinyl, to waves of rolling deep-pile carpeting that just oozes luxury. Tasteful contrast is the gleaming instrument control group which consists totally of two round nacelles and, between the seats, the side-saddle Sports-Shift console. If you recall, last month our hackles were raised by the firmness of the buckets, and the radio which didn't bathe us in soft serenade. Now supposedly, these items are similar from the Fairlane to the Falcon and

Cont. on page 8

TOWN & COUNTRY HAULER (Cont.)

vice versa. At least they look the same, but somehow the Ranchero's saddles were more enjoyable, as was the audio.

We didn't have the Ranchero nearly as long as we would have liked, especially after getting a taste of long stretches of open road. To say that the Falcon Engineering hawks have truly worked wonders in getting the car to float along at 60-70 mph without annoying chop or bounce or pitch fails in trying to relate how great the Ranchero's ride really is. Ford is anxious to have people get out and test drive their offerings and this is one of the prime reasons.

Lying like a distant cloud on the horizon was the anticipation that the soft springing and shocking required for the cushioned-carpet effect would not augur well for superior handling on humpy, twisting back roads. And it didn't, at least not to the Fairlane GT's level of accomplishment. Oh, it will get around a turn safely enough for average conditions, but with a weight bias front to rear of 53.4-46.6 (percent), and recommended tire pressure of 24-30 pounds front to rear, it means that you dash about with care, especially when the movements are quick because the body tends to lift just a little as the chassis gets set up. It's a forgiving machine, though, for although we lost it for just an instant in the rain on one occasion, it recovered in marvelous fashion. It would demand only a few pieces to improve the situation, such as a bigger anti-roll bar (the stock is .065-inch) and higher rate springs. Interestingly enough, the Ranchero offers a heavy-duty load package, stated to up total carrying capacity from 850 pounds to 1250 and, although we didn't learn exactly of what the heartier things consisted, it probably isn't too unlike the Fairlane GT options.

The last Ford we tested didn't have discs and really didn't need them, but that was with 314 square inches of swept drum area on a machine weighing 3600 pounds or so. Reduce the swept area to 282.6 inches and the area-to-weight ratio, while adequate, is not outstanding. We made our usual number of hard stops from 60 mph and found that the molded organic linings get the job done but not without fade. For our dough, the minimum anchors for the Ranchero should be identical to the Fairlane GT.

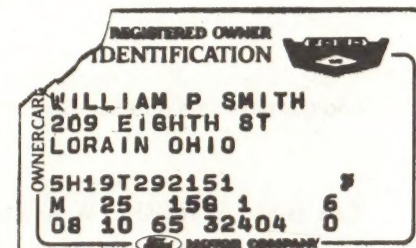
The Rancheros in '66 can be had with three choices of powerplants: a 120 hp 200 cubic inch six; a 200 hp 289 cubic inch V8 with 2-barrel carburetor; and the 4.005 x 2.87 bore and stroke 225 hp 289 we had in the test car. Engineering on the mills hasn't been altered greatly from 289's of the past, and the same type carburetor and distributor are retained. There is one thing that is new, however, the Thermactor exhaust control device. California has led the nation in its continuing fight against smog and the exhaust hydrocarbons which allegedly produce it, and they are the first to require a piece of equipment that helps the engine to burn its fuel more efficiently, thereby reducing the number of hydrocarbons reaching the clean air.

In effect, there is a tiny air injector pump (another belt-driven accessory) which forces fresh oxygen into the exhaust manifold where it re-ignites and burns away most of those

MORE ONE OWNER FALCONS

I bought my Falcon from George May Ford in Lorain, Ohio, in August 1965. The delivered price was \$2339.82. It is a Wimbledon White Futura 2 door sedan with red trim and interior. It is equipped with a 200cid 6 cyl. engine with automatic transmission. The car currently has 110,970 miles on it and averages 21 miles to the gallon in city driving. It has had Fingerhut clear plastic covers on the seats that I bought for \$30.00 with lifetime guarantee and the firm still honors same at \$2.98 per section when needed after 20 years.

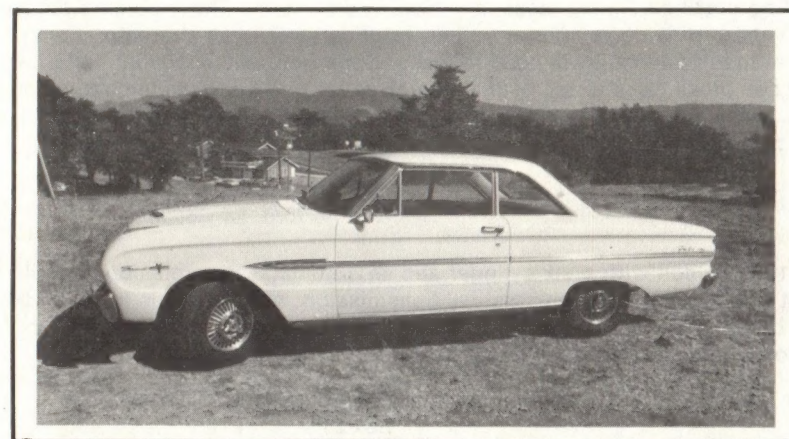
William P. Smith, Columbus, Ohio



I love this car and it has served me well for almost 17 years. It's had chrome stolen from it and a radiator stolen, and has been broken into — but it's whole now — and *THANK GOODNESS* nobody has ever *hit* it! It's got 180,000 miles on it and has lots left to go.

Teresa McNeil, Santa Ynez, CA

'63 Falcon Sprint



FEATURE CAR OF THE MONTH

I am a new club member, and I really love my Falcons. Here are my before and after pictures of my '67 Sporty Coupe. As you can see, the coupe looked rough, but in fact, was very solid and had only 43,000 original miles. I purchased it from a very sweet elderly lady from Michigan's upper peninsula. Within a couple of months I had proudly sculptured the little dream back to its original shape. I also own a '64 Falcon Sprint convertible, but the sporty coupe means more to me and to my sister-in-law, Michelle Baruzzini, who drives it daily.

David Wojciechowski, Livonia, MI



ONE OWNER FALCONS

My Falcon was purchased in May of 1968. I still own the car and am now working on restoring it. For many years it was the only car the family owned. Now, however it has become our treasured car which only gets driven during the best weather conditions. Otherwise it sits safely locked in the garage.

James Eubank, Ann Arbor, MI

'68 Falcon Futura Sports Coupe



TOWN & COUNTRY HAULER (Cont.)

hydrocarbons which somehow get away scot-free from the chambers. Besides increasing exhaust manifold temperature (no more custom headers), it also requires some slight modifications to the carburetor and ignition, like leaning the mixture and retarding the spark about 6 degrees.

The 289 has always been fairly snappy but our Ranchero just seemed to run out of breath on top end. When first encountering this condition, we checked the point and plug gap (.015 and .032 inches respectively) and the carburetor to see if the barrels were opening to their maximum. Everything was fine.

While the air cleaner was off, we moved the accelerator pump arm to its highest position, a trick on a Ford-produced carburetor that is the hot-tip. Although this helped slightly, it didn't unleash any lightning, as 0-60's in the low 10's reflected. We didn't take the Ranchero to the drags, but similarly equipped machines are turning high 17-second runs in the mid 70's.

Our engineering qualifications do not permit us to state that the Thermactor decreased performance but we noted with interest that our Fairlane GT had somehow been delivered without one.

Transmission choice in this Ranchero was the 3-speed Cruise-O-Matic with ratios of 2.46, 1.46 and 1.00. It has a neat feature that will especially be appreciated when King Winter holds court. You see, the selector could be left in D (green) and the box would mesh on its appointed rounds or, by putting the indicator in D (red), (one notch forward), the trans would take off in second gear, just right when coupled with the 3.00 rear end ratio for quick getaway in slip and slide scenes.

Another thing that we liked, and will no doubt find favor with everyone, is that the Ranchero, equipped with 4-barrel and all, weaned out surprisingly good gas mileage. On a 300-mile jaunt to Bruce Crower's in Chula Vista, California, 5 miles from the American/Mexican border, the Ford recorded a laudable 17.1 mpg at sustained 65-70 mph speeds. And around town, in both normal and express throughfares, this figure elevated to about 18 mpg flat, quite high as current U.S. models go.

And the price wasn't bad, either, listing out at some \$3118.00 with power steering, brakes, radio, buckets and the other extra cost items. These two things, gas economy with reasonable performance and nonprohibitive sticker price, are two reasons why the new Falcon has a good year ahead. If it also incorporated bigger brakes and stiffer suspension, correcting those difficulties which dull the brilliance of its luster, who knows — there might be a Ford in almost everyone's future.

FALCON CLUB OF AMERICA

SIXTH ANNUAL NATIONAL MEET

AUGUST 8, 9, 10, 1985

Car Entry ★ Banquet Tickets ★ Swap Spaces ★ T-Shirts

Please Print Information:

Name _____

Address _____

Registration for Car: \$20.00 at meet
\$15.00 if pre-registered before July 8, 1985

Year _____	Model _____	Body Style _____
Year _____	Model _____	Body Style _____
Total Cars _____	Total \$ _____	

Swap Spaces: Members \$10.00 _____
Commercial Members \$25.00 _____
Non-Member Commercial \$35.00 _____
T-Shirts \$ 8.00 _____

Banquet Tickets: Adult _____ @ \$15.00* _____
Quantity _____
Child _____ @ \$ 6.50 _____ (children under 12)
(Child's plate includes hamburger, fries & vanilla ice cream)

Total # _____ \$ _____

*includes tax and gratuities.

Total For Car Registration: _____ T-Shirts: _____
Total for Swap Spaces: _____ Total Amount Enclosed: _____
Total For Banquet: _____

Send check and entry form to: Jim Hatcher, 8301 W. 92nd Terrace, Overland Park, KS 66212



REGENCY PARK
Resort and Conference Center

Suburban Kansas City
9200 Metcalf
Overland Park, KS 66212

RESERVATION REQUEST

TO INSURE PROPER RESERVATIONS, RETURN THIS CARD TO THE REGENCY PARK PRIOR TO YOUR CUT-OFF DATE

Falcon Club of America

Check-in August 8, 1985

Check-out August 11, 1985

Cut-off July 11, 1985

Rate: \$50.00 Single or Double + tax

NAME _____	LAST _____	FIRST _____	INITIAL _____
COMPANY _____	PHONE _____		
STREET _____	ZIP _____		
CITY _____	STATE _____	ROOM TYPE: SINGLE <input type="checkbox"/> DOUBLE <input type="checkbox"/> TRIPLE <input type="checkbox"/> QUAD <input type="checkbox"/>	
SHARING ROOM _____		CHECK IN 3:00 P.M.	
ARRIVAL DATE _____	DEPARTURE DATE _____	CHECK-OUT 1:00 P.M.	

ALL RESERVATIONS ARE TO BE
GUARANTEED BY FIRST NIGHTS
DEPOSIT OR MAJOR CREDIT CARD

GUARANTEE

☐ ADVANCE DEPOSIT
AMOUNT \$ _____

☐ MAJOR CREDIT CARD

SIGNATURE _____

TYPE _____

NO. _____

EXP. DATE _____

CALL ANY CHANGES OR CANCELLATIONS TO
RESERVATIONS TOLL FREE

1-800-332-5095 (KANSAS); 1-800-255-5030 (U.S.A.)

HOTEL SWITCHBOARD 1-913-648-7000

CANCEL RESERVATIONS PRIOR TO 4:00 P.M.